



The Semaphore

Newsletter of the Rochester NY Chapter, NRHS
P.O. Box 664, Rochester, NY 14603; Published Monthly

January 2000
Volume 42, No. 5

*Happy New Year
&
Best Wishes for
2000!*

Program for January 20:

Potpourri from the Russell Archives

by Harold Russell

Harold's slide program will illustrate railroad activities around Western New York, mostly in 1957. Thus we'll see steam and diesels. Among the roads are Erie, B&O, LV, DL&W, D&M, NYC, NKP, B&H and G&W. Also steam activity at Sodus Point in 1955 on the PRR. And a few views of southern USA roads in 1956 when Harold was in the Army.

Harold is well known among the modelers from his numerous articles that appear in model railroad magazines. His speciality is structures. His most recent was views of along our right-of-way that appears in the current issue of *Mainline Modeler*.

Program Committee

Jack Matsik (Chairman) 442-6269
Bill Limburg 586-9470
Dan Cosgrove 352-6931
Dave Luca (Board liaison) 288-0318

The Committee welcomes suggestions and ideas for future programs. Contact any of the Committee members.

Library Winter Hours

2 to 5 PM on

Sunday, January 23

Sunday, February 20

Sunday, March 19

Library Phone: 872-4641

END OF CENTURY REPORT ON CHAPTER TRAIN TRIPS.

by Bob Miner

No, I have not been here for 100 years so I can only recall what trips have been since 1985 or so.

In 1988 Dave Luca, Jan Dittmer, Bob Cowan and Phil Schulp formed Empire State Railcar. These forward looking chapter members purchased 4 ex-New York Central Empire State Express coaches. The Chapter also purchased one. That made a total of 5. The idea was to run chapter sponsored trips and also lease the coaches to others for trips. This would be a good way for the chapter to make money.

A 6th car was purchased in 1990. In 1993 a baggage car with a generator came on line so we wired all the cars to get power from the power car. Soon after, the chapter purchased all the coaches and obtained a baggage/RPO car to replace the former baggage and generator. Getting to this point was no small effort. Several of us, led by Dave Luca, put in many hours on the coaches.

December 1989, the Ontario Midland Railroad (OMID) ran a Santa ride from Sodus for the Sodus Chamber of Commerce. That Santa ride has run every year since.

In 1990 we started running Spring and Fall rides on OMID. Due to low ticket sales and high cost of running from Webster, the spring rides were discontinued. You see we pay the RR by the hour and running from Webster cost 2 hours deadhead move to get the train to and from Webster. The Fall rides from Sodus have run every Fall and the ticket sales are good. We have sold out many of the rides. Here are some statistics. The coaches have logged 7500 miles and carried 54526 adults and children plus those under 3 who we did not count. And that was just on the Spring and Fall rides.

The Chapter ran a fan trip which covered most of the Ontario Midland RR (OMID). The date escapes me, but I think it was in 1990. The train ran from Sodus to North Rose to Newark to Webster and back to Sodus. The locomotive could not run around the coaches in Wolcott so the train missed that section. The track to Red Creek was

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Trip Committee Meeting January 26 at Webster

The Trip Committee will be meeting at the Chapter's Library in Webster, NY on Wednesday, January 26, 2000. The meeting will begin at 7:00 pm. Please call Dave or Janet at 288-0318 if you plan on attending. The Trip Committee needs to know the number of attendees to properly plan for the meeting.

Some of the action items will be a recap of the 1999 season, a discussion of plans for our 2000 season, a summary of the Railroad Passenger Car Alliance (RPCA) annual convention which was held just before this meeting, upcoming Chapter sponsored Amtrak trips, and discussion of the planned improvements to the Chapter's excursion train set.

If you have wanted to be a member of the Trip Committee or have an idea for a new trip or improvements to any of our previous endeavors, pick up the phone and RSVP for the meeting. If you have an idea for a trip we haven't offered and can't attend this meeting, please give us a call so we can present your thoughts to the committee.

Don't be left standing on the platform when the train leaves the station. Climb on board and be part of the fantastic journeys we are about to take this year and the years to come!

First Aid Class Offering

First Aid Training for Museum Volunteers & Car Hosts

Here is an opportunity to learn a little first aid and be prepared for emergencies at home or at the museum or on excursions.

The class is scheduled for Saturday, February 19 from 9 AM till Noon. It will be taught by Dave Hulings and Mike Byrne

Although there is no charge for the class, **pre-registration is required**. Call Mike Byrne at 225-5659 for information or to register.

This is a great opportunity to help yourself, family and friends.

Building A Rail Storage Yard

A Tribute to the Guys that Make it Happen!

Research: Donovan A. Shilling

It was Saturday, the weather looking bleak in middle November when I ventured out to the Industry Depot Museum of the Rochester Chapter NRHS located at on Route 251 in Rush, New York. Arriving there at ten o'clock, we first visited with Dan Cosgrove who gave us a big smile and offered us a seat. We settled into a chair next to the welcome warmth arising from the old Station Agent's wood-burning stove. Dan's just one of a gang of two dozen guys who help make it happen to the depot's numerous projects.

Dan offered us a cup of hot coffee and motioned for us to indulge ourselves with a fresh doughnut from a box generously supplied each Saturday by Jim Johnson. We'd just signed the Chapter's log book noticing guiltily, that most of the volunteers had arrived shortly after eight in the morning. We asked Dan where everybody was and he pointed north, stating they were working mostly at the Chapter's restoration building atop the hill beyond the depot. We were ready to leave for the hill when Dave Luca arrived offering Dan and me an opportunity to see the contents of several fat envelopes. They contained lots of glossy photographs.

Skimming through the photo stack, we learned that Dave and his wife, Janet had recently returned from a spectacular tour of the south traveling first class in a consist of a dozen private rail cars. The rail expedition, offered by a national association of private rail car owners, included the sights of Cincinnati, Atlanta, Tampa Beach and a host of other stops. Also included in the photo pack were snapshots of Dave's own private car that is currently undergoing an extensive restoration project in Indiana.

Then, still munching on the last of our glazed doughnut, we started for the hill.

On the way we noticed "someone" working on the diesels in the depot yard. That someone turned out to be Norm Shaddick who was attending to the winterizing of our fleet of six diesel-electric locomotives. Charlie Harshbarger must have been nearby too, as he also takes a special interest in making sure the locos are well cared for.

The roaring rumble of a half dozen engines greeted our ears as we stepped gingerly from one small mountain of freshly dumped earth to another. Reaching the summit, we met Dick "Lucky" Luchterhand. He was acting as a "spotter" for the dump

trucks transporting huge loads of soil being excavated north of the restoration building. Behind the steering wheel of a "stealth-style" truck, a five-ton six by six painted in six shades of military camouflage, was its competent driver, Jeremy Tuke. Aided by Lucky, he backed the big vehicle up and neatly dumped ten yards of soil and stone onto its designated spot.

Another five-ton truck soon arrived. This one painted in depot green and lettered with the Chapter's logo, was piloted by Bob Miner. It ground to a halt while Jeremy pulled away for another load. The two military vehicles were acquired by the chapter with a dual purpose. They make fine additions to the Chapter's ever growing collection of historic construction vehicles and are now proving to be invaluable as the Chapter expands its yards and rail car storage facilities.

We clambered aboard Bob's truck after he off-loaded his hefty burden of earth. Seeming happy for the company, Bob explained that he was a certified driver having learned how to master driving the heavy Army trucks while in military service in Newfoundland building a radar defense system. Moving north, the truck's six wheels dug deeply into the clay soil as we climbed up a forty-five degree hillside leading to the excavation.

The mini-mountain we'd just ascended was part of the yard expansion project just south of the Restoration Facility. Already, an apron, approximately eighty-five feet in length, had been created in the lowland area south of the building. Here, one track was in place leading from the restoration "barn's" interior. Plans are to add at least two more tracks to this storage yard.

Underway for some time, and the reason for today's work, is the substantial effort to create a level route for a storage and run-around track that will parallel the west side of the building. Prior to the erection of the restoration building, two storage tracks leading from Switch Six had been built on a site that was anything but level. Pressure to store several incoming rail cars necessitated the early track work. Now, with the fortunate addition of a fine accumulation of construction equipment, that up and down slope into the yards is being eliminated.

As Bob pulled around the "barn," he swung the truck parallel to the work site. Here Scott Gleason was skillfully shoving

Major Millennium People

Those who have deceased, moved away, are limited by health, become immersed in other activities, or otherwise are no longer active.

Those for years now passed who have left an indelible imprint on our Rochester Chapter:

Claude Winslow	Dick Barrett
Elmer Gabbey	Dave Monte Verde
Ward Shaefer	Jeff Baxter
Harold Caulkins	Dave Shields
Dick Tickner	Charlie Knoll
Arlene Koscianski	Bill Mitchell
Bill Welch	"Pete" (Leon) Aaras
Henry Pape	Curt Boyer
Jim VanBrocklin	Cal & Rose Bulman
Greg Sullivan	Bill Gordon
Gerald Hott	Bob French
Ed Coogan	Bill Napier
Peter Barry	Baron Rightmyer
John Remington	Leonard Roe
John Woodbury	Tom Way
Wally Bradley	Bill Bracey
Peter Gores	Bob Gurley
Don Hosenfeld	Fred Merz
Bill Crittenden	

Sam Grover [Past President and our oldest living member at 97!]

Beth Krueger Is New Membership Chair

Beth Krueger, who recently joined the Chapter, has volunteered to Chair the Membership Committee. She is currently working with Chris Hauf 'stuffing' envelopes with the 2000 Renewal Notices and the single-sheet, double-sided Year 2000 Chapter Calendar.

You should receive this packet soon.

Membership Information

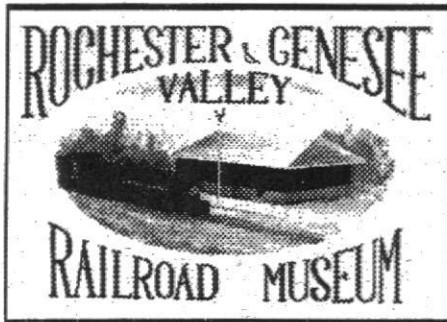
Dues for the calendar year are:

Regular \$30; Student/Retiree: \$25; Family; \$40 Other membership levels are available. Includes membership in the National Railway Historical Society.

If a member of NRHS and wish to join the Rochester Chapter, deduct \$15 from the above categories.

Make check payable to Rochester Chapter NRHS and send to: Rochester Chapter NRHS, P.O. Box 1161, Webster, NY 14580.

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Rand Warner, Director, 425-8587

M.O.W. Equipment

Supts: Dick Bean, Bob Mader

Chevy Hi-Rail Utility Truck

Out of service. Has new fenders, doors and some paint. Needs more TLC to return to active service. Has been very useful in the past.

Ford Hi-Rail Boom Dump Truck

In heavy use to support track work and other projects all over our complex.

Jackson 4-Point Yard Tamper

In regular use for tamping ballast at switches and on main line.

Kershaw Snow Broom

Operational, but not yet fully into winter service. Still needs some miscellaneous TLC.

Burro Crane

In heavy active rebuild. All body work done. Cab sheet metal all reassembled. Finalized on prime mover. All body parts painted. Flywheel to clutch adapter to be procured to mate to diesel.

WAG Snow Plow

Not in service yet. Needs some work on front of plow and some work on main structure draft gear arrangement. Has wing plows, too, so should be very effective snow fighter.

Tie Extractor Machine

John Redden, Ron Amberger, Norm Shaddick, Bob Mader and Rand Warner have been working on the hydraulic system. When properly operating it will be a big help in renewing bad ties on our lines and sidings – currently a VERY labor intensive operation. Unit is currently being primed and repainted.

[Editor's Note: Rand has documented the status of our various 'fleets' in previous issues of this newsletter. This article is the last for the fleets.]

Looking Ahead to the Next Millennium

Some of our major efforts and goals in the next decade will include:

Restoration and operation of our two steam locomotives – the 0-4-0T Vulcan and the 0-4-0 Heisler.

Restoration and operation of our electric fleet – the Rochester Subway Car #60, RL&B interurban #206 and our DL&W MU Power Car #2628.

Rehab and operational use of our snow fighting fleet – KPRR snow broom, Track-Mobile, w/plow, loco w/pilot plow, WAG snow plow, and NYMT electric sweeper.

Expansion of our Restoration Facility with concrete floor, pit(s), utilities, electric heat & light, and attached shed for specialized shops. Possible doubling size of present building.

Dedicated building for rehab and repair of heavy construction equipment.

Expanded storage trackage with run-around; to permit greater flexibility in all our operations and restoration activities.

Major program of roof repair and recovering for our passenger cars – B&O and DL&W baggage, Pennsy RPO, Erie Stillwell, DL&W MU Power Car, Pine Falls.

Restoration and operational use of our reefer fruit block – FGEX wood, and two MDT steel cars.

Rehab, redecking and operational use of our NYC and CR flat cars.

Expansion of land use to include Northwest, Southwest, and Southeast quadrants – with operational tracks, servicing facilities, and line-side industries; radiating from our Depot activities hub.

Further enhancement of our parking lots, walkways, loading areas, and restrooms; to allow us to better accommodate larger tour and charter groups.

Replacement of Depot roof, recreation of Freight house, and setup of a signal tower at Switch #6, to add to overall realism and capability.

Working together with NYMT to establish and expand electrification and trolley operations for our visiting public.

Continuing expansion of our signalling system; to include operational dwarf, line-side and overhead signals; representing various railroads and types.

Expansion of our communications system; to include in addition to public address and two-way radios, also land lines to NYMT for telephone and telegraph circuits.

Getting our engineering and collections data onto accessible computer files with adequate hardcopy and softcopy backups.

Further development of audio, video, visual and interactive exhibits and displays; to educate, inform and stimulate our visiting public.

Innovate creative new ways to show and operate our railroad and heavy equipment, displays, and exhibits; to heighten community and general public awareness and visibility.

Substantially increase our endowment and development funds to protect the future and the future growth of our Museum.

Significantly expand our interfaces and interactions with local, regional, and area railroads, rail museums and tourist lines.

Training

Joe Scanlon has been offering truck drive training courses for potential drivers of our several army dump trucks being used for our major excavation project around the new Restoration Facility where new trackage is to be constructed.

John McDonald has been offering welding courses for our aspiring new welder people, using George Knab's electric arc welder on rubber. They will learn vertical, horizontal, and overhead welding, and the advantages and disadvantages of AC compared to DC welding.

Dave Hulings will be offering emergency training, based on his attendance at and certification by the Red Cross. (See Page 1)

We need to get some more people trained on safe and effective operational of our cable operated cranes, shovels and backhoes.

Thanks to . . .

Steve Huse for arranging donation of six steel wire cage pallet boxes from Sentry Safe.

John Redden for donation of former Wellsville, Addison & Galetton (nee Boston & Maine) full size wooden railroad snow plow.

Donald Zenkel for donation of two industrial heavy duty Cincinnati milling machines.

Neil Bellenger for use of John Deere backhoe, Dodge truck and tandem axle trailer. The backhoe was used for ditching over the last several months and the trailer was used to deliver the two Cincinnati milling machines.

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Thanks (Continued from Page 3)

Dick Holbert for arranging a spare two-way radio set, and also for a cab radio for our next locomotive.

George Knab for loan and use of his rigging supplies and gas powered welder while he is taking therapy.

Wanted

- Hydraulic excavator on rubber or tracks.
- Skid steer loader - Bobcat or equivalent
- MCB interurban trolley car trucks, standard gauge with or without traction motors
- Seats and cushions for Erie Stillwell coach
- 50-53 foot flat car for our line car project
- Roller bearing ballast hopper car for track work
- Contractor type 4-wheel dump car(s) for fill work
- Enclosed 24-ft. straight van truck or trailer for our 600 DC trolley power supply diesel generator set
- Step ladders, any type or size, for our many scattered projects
- Brooms and dust pans, for all our scattered cars, buildings and projects sites
- Rigging, straps and chains, for all our heavy lift and moving projects
- 2' by 33' carpet runner for *Pine Falls* hallway, prefer wine/Dark red color and non-textured surface; used OK.

A Short History of the Growth of our Rochester Chapter of N.R.H.S.

by Rand Warner

1930's

Chapter organized 1937 as 5th local Chapter under National.

Presidents: Bill Welch (?), Ward Shafer (?).

Meetings: Held at large New York Central Station Downtown ? PRR station?

Trips: Local Rochester city trolley lines, New York Central steam.

Library: Not yet started.

Museum: Not yet started.

Publications: *The Semaphore* newsletter started (another name?).

1940's

Presidents: Ward Shafer (?) Harold Caulkins (?).

Meetings: Held at downtown New York Central station.

Trips: On "Peanut Line of NYC, Jamestown, Westfield and Northwestern interurban, International Railways trolleys at Buffalo, NYC Hojack.

Library: May have started informally.

Publications: *The Semaphore* newsletter continued (new masthead?).

1950's

Presidents: Claude Winslow, Sam Grover, Harold Caulkins.

Meetings: Held at downtown New York Central station.

Trips: On Auburn Branch NYC, B&O to Ashford Junction (steam); Canadian Steam trips out of Hamilton on CN; Rochester Subway.

Library: Books in glass front bookcases.

Museum: President Sam Grover acquires Subway Car for Rochester Chapter; car put on display at Rail City. George Knab helped move it!

1960's

Presidents: Claude Winslow, Rand Warner, Jim Van Brocklin, Ed Coogan.

Meetings: Held 3rd floor corner of Ely Street and South Avenue.

Trips: Steam on CN out of Hamilton and Fort Erie, Suspension Bridge. Chapter assists LA&L RR in running Sunday trips, Avon to Livonia.

Library: Books in glass front bookcases at meeting place location.

Museum: Rochester Subway car relocated from Rail City to NYS Education Museum at Albany, but never put on display.

Publications: "When Rochester Rode by Rail; *The Semaphore* newsletter.

1970's

Presidents: Jerry Hott, Rand Warner, Dick Barrett

Meetings: Held 3rd floor, corner Ely Street and South Ave; Basement of Rochester Museum & Science Center, Veterans of Foreign Wars Post downtown; various churches.

Trips: Rochester, Buffalo and Jamestown Chapters jointly sponsored steam trips in Canada out of Hamilton, Suspension Bridge, Fort Erie. Chapter assist LA&L RR running trips between Avon and Livonia.

Library: Dispersed to individual members homes for safekeeping.

Museum: Chapter acquires Erie Depot at Industry and started real museum. Caboose moved in at Industry. Acquires B&O caboose, LIRR coach.

Publications: "Water Level Route - NYC"; *The Semaphore* newsletter.

1980's

Presidents: Tom Way, Dick Tickner, Rand Warner, Ron Amberger.

Meetings: Held in basements of Rochester Museum & Science Center, and Asbury Methodist Church; 40&8 Lodge on University Ave.

Trips: Steam on CN out of Hamilton, Fort Erie, Suspension Bridge. Chapter started excursion trips with Empire State Railways passenger car set.

Library: Consolidated in North Waiting room at Depot, later moved to South waiting room during renovation of North waiting room, then into storage again.

Museum: Acquires first diesel loco and cars and builds yard tracks.

Publications: Second printing of "Water Level Route"; first calendars; *The Semaphore* newsletter.

1990's

Presidents: Ron Amberger, Ted Miller, Dave Luca, Chris Hauf

Meetings: Held at 40&8 Lodge on University Ave.

Trips: Amtrak/bus combo trips to New York and Pennsylvania locations. Excursion trips operated on OMID RR with ESR car set. Chapter acquires ownership and pays off mortgage on ESR car set.

Library: Finally located to permanent quarters at Webster cabooses. Materials cataloged and made available to members once again.

Museum: Tracks from RGVRM and NYMT joined up for through trips. Joint "Visitor Experience" managed by NYMT and NRHS Executive Team. Major expansion of trackage, motive power and rolling stock. Start electrification with NYMT. Acquire two steam locos. Acquire trolleys. Begin Four Quadrants Vision for long term future expansion.

Publications: Rochester Subway Book: "Trolleys, Interurbans & Canal Boats" (out of print); Calendars each year; *The Semaphore* newsletter.

Steam Fund \$438.10 Richer

Janet Dittner reports that the revenue from receipts of returned 'pop' cans has netted the Steam Fund \$438.10 for 1999.

Let's hope that Year 2000 will be a *HOT* one with lots of pop drinking!

By the way, there is a barrel at the depot for pop can contributions.

Chapter Train Trips

(Continued from Page 1)

very bad and the track to Sodus Point was out of service so we did not go there either.

We did run charters for groups

The Ontario-Walworth Rotary has run a Santa Train for the last 9 years. They use that as a fund raiser to help crippled children.

Webster Girl Scouts: Oct. 1990 from Webster.

Rochester School 46: June 1990 from Webster.

OC Engineers: May 1991 from Webster.

Albany Democratic Committee leased the coaches for their picnic June 1991. Yes, the coaches went to Albany, from Sodus to Newark on OMID, from Newark to Rochester on Conrail, from Rochester to Silver Springs on Rochester Southern and from Silver Springs to Albany on Delaware Hudson using trackage rights over Conrail through Binghamton.

Park Presbyterian Church: Dec. 1991 from Newark.

Webster DeWitt Rd. School: May 1997 from Webster.

Flea World & LW Emporium: May 1997 from Ontario.

Sodus Central Schools: Oct. 1997 from Sodus.

Toddlers Workshop Day Care Nov 97 from Webster.

A bachelor party, I can't locate the date; they had non-alcoholic beer and a gang stuck up the train, at gun point, and captured the groom!

Wedding on the train April 98: Sandi DeLine & Paul Saracen tied the knot as the train rolled down the track.

Operation Lifesaver moved on the train in 1998. Sandi Saracen, of OMID put forth a great effort assisted by Dave Hulings and his helpers from the chapter. The train ran 2 weekdays with schools and day cares bringing children to ride and take part in learning about safety at RR crossings and the hazards of playing on railroad property. This was repeated in 1999. It is an excellent way to educate adults and children on rail safety.

Wayne County Tourism organized charter bus trips. In 1998 a bus charter put people on the train at Sodus and they rode to the L.W. Emporium, in Ontario.

In 1999, we had 3 charter bus trips (all in the same day) include the train from Sodus to the L.W. Emporium and back to Sodus.

Other Chapter Trips

Over the last hundred years the chapter has sponsored many trips which did not involve the ex-NYC coaches. Again I was not involved for the last 100 years so I can only relate to trips from 1985 or so.

I was on the last "circle" trip around Lake Ontario. I believe that Mike Byrne organized that trip. We left Rochester at 9AM Saturday morning. Got off Amtrak in Schenectady around noon and ate lunch in one of the local restaurants. Back on Amtrak's *Adirondack* up the old D&H RR to Montreal and a late dinner in Montreal. At 11:30 we could board Via's *Cavalier* and settle in the sleeping or chair cars for the over night ride to Toronto. I know it's only a 4 or 5 hour train ride from Montreal to Toronto but they did it in 7 hours so we could sleep. Breakfast in Toronto. Back on Amtrak/Via's *Maple Leaf* and in Rochester by 3PM Sunday. The *Via Cavalier* is no more.

Mike Byrne organized a trip to Albany. We took Amtrak to Rensselaer then a bus to then Conrail's Selkirk yards. After a tour of the hump operation and locomotive service facility we returned to Amtrak's Rensselaer shop for a tour.

Mike led a bus trip to the old Tioga Central at Owego, then on to the West Shore RR in Lewisburg, PA, and on to Steamtown in Scranton, PA. I think that was June 1990.

Mike lead another to Kane, PA to ride over the Kinzua bridge on the Knox & Kane RR. Next, on to Steam Town for another visit and a night in the Lackawanna Hotel.

In 1999 John Redden organized a trip to Wellsboro, PA for a ride with dinner, on the new Tioga Central RR.

Last but not least are Jim East's Amtrak trips all over US and Canada. For the last 8 years Jim has organized and escorted 4 or 5 trips a year with destinations like: New York City & "Phantom of The Opera", NYC for Radio City Music Hall's Easter Show and their Thanksgiving Show. Several to Montreal & Ottawa, one to Boston, Williamsburg, Maine, Connecticut, Washington, DC and Michigan including Mackinac Island. All the trips also covered attractions in their area and were via Amtrak and motor coach (bus). There have been 3 cross-country or round the country trips. These run every other year and 2000 is the next one. As an example: Amtrak to Chicago, to Seattle, to LA, to New Orleans, to NYC and home. Bus side trips to Las Vegas, Grand Canyon etc. Jim's most popular and on-going is the Radio City Music Hall Christmas show. Every year he has run 2 or 3 trips to it.

Of course the people mentioned did not run all these trips alone, they had help from many members.

Together we will even do better in this new century.

On Last Month's Mystery Photo

Two persons have replied concerning the "mystery photo" in the December issue. As hypothesized, it was the Kodak Camera Club crew that made the film: "The Vanishing American". Video versions of the film were made; the last two copies were sold at the December meeting.

Bob Fitch contacted one of the members listed in the credits, and will try to get the names of those in the photo. One was Bruce Kelly, founder of the Antique Wireless Museum in East Bloomfield, NY. Bruce died about two years ago.

Arnold Williams, of Lexington, MA, called to also verify that this was the occasion for the photo. He was not able to identify any of the individuals.

The search goes on.

National NRHS News

NRHS National Office Desires Data

The National is compiling a database to record all the existing roundhouses remaining in the US. Data desired falls in three classes: Basic; Intermediate; and Detailed.

Basic data is requested by Feb 15, 2000 and can be sent to Richard B. Shulby, AIA, 11017 Spice Hollow Court, Charlotte, NC 28277; Fax: (704) 414-1917; e-mail: Rshulby@aol.com

2000 Convention: Stamford, CT

The Western Connecticut Chapter is sponsoring the NRHS' 2000 Convention to be held July 11-16 in Stamford.

The Year 2001 Convention will be in St. Louis, June 19-24.

The Year 2002 event is open to bids.

Input due for Activities Bulletin

Chapters must submit their annual activities reports by Wednesday, March 1 to be included in the "Bulletin Annual Activities Issue 2000". Submission in electronic form (e-mail or computer disk) is desired.

Deadline for photos is Monday, April 3.

Notice to Exchange Newsletters

Sending your Chapter/Club newsletters to: *The Semaphore*, Gale Smith, 299 Seneca Park Ave., Rochester, NY 14617-2433 will facilitate the exchange of news or ideas.

Building a Yard (Cont'd from Pg. 2)

great folds of earth into piles with the Chapter's husky D-7 bulldozer. Acting with an almost musical rhythm, Dan Waterstraat picked up the soil. Dan was operating the Chapter's big, orange front loader. As Scott Gleason backed away, Dan continued to scoop up double yard loads of soil. He then carefully maneuvered the loader towering the scoop over Bob's truck. Deftly, he advanced the loader's scoop, tipping it to allow the load to pound squarely into the dump truck's sizable bed. Just three or four such scoop-loads filled the truck.

Sounding his horn for safety and with a push on the foot peddles and a moderate grinding of gears, Bob was once again on the way to the southern and lower end of the earth filling project. We slowed while rounding the building. This allowed Jim Johnson to back up the massive, yellow painted, Galion road roller, smoothing a pathway for us.

We encountered Dale Hartnett, a creative and enthusiastic member, at the west rail site. He was instructing two lads in the use of a surveyor's transit needed to ensure the proper grading of the west storage track route. The teenagers, members of Dale's "Young Railfan" group, are a unique component of the Rochester Chapter's continued efforts to benefit and educate the community in railroad history and rail operations.

We left Bob when we spotted a group of members working within the restoration building. Richard "Dick" Bean was hovering over his pet restoration project, a vintage Burro rail crane. Much of it had been taken apart, scraped, primed and painted yellow. He told us that he was now ready for the installation of a flywheel and a revitalized engine. Nearby Jeff Carpenter and his father-in-law, Ed Van Horn, were using the Ford fork lift to pull a vintage White Motor Company truck from the "rail barn." The space is needed for other projects.

To our surprise it was soon past noon, time for lunch. All the work crews ambled down to the depot. We settled into the chairs in the agent's office as others grouped themselves into the seats in the depot's south waiting room and the desk in the north office. Most of us, thanks to the timely delivery service provided by Bill Chapin, enjoyed a variety of submarine sandwiches he'd purchased in nearby Scottsville.

While hungrily devouring our sandwich, we chatted with Rand Warner, Art Mummary and some new members from Brockport and others who'd been working in the

restoration building. The conversations were mostly about railroad related topics and the weather.

Some spoke of George Knab, our construction vehicle specialist. We miss him a lot. George is at St. Mary's Hospital recovering from a stroke. Other thoughts were about the work ahead with many of the work crew feeling like they'd already done a days labor and it was only one P.M. Dark rain clouds loomed over the depot as we departed for an appointment. As we drove away, we wondered about how many of those dedicated guys, who "make it happen," would continue to work in the chilly rain.

Library Report

Charles Robinson, Chairman

The Chapter Library will be open for general use on Sunday 2-5 PM January 23. We were pleased that in December a number of members came out to use the library. The library staff also is usually at the facility on Monday nights 7:30-9:30 PM. However during the winter months, it is important to check with the Library Chairman, Charles Robinson at 716-377-4245 to be certain that someone will be at the Library on Monday evenings.

Dan Cosgrove has donated about 12 books, most of which are new to our shelves. Bernie Cubitt also donated a number of books, including several on Lionel trains and other hobby books. These are being cataloged and will be available for borrowing. Work is continuing on checking and correction the Woodbury negative list.

We have received some interesting book donations from members. Dave Luca has donated *New York Central Tracksides* by Eugene Van Dusen, an attractive well executed book on NYC color photos. Jacob Adams has donated a rare book *The Route of The Orange Limited* by William Gordon about the Rochester-Geneva interurban railway. We have also been given two volumes of *The 50 Best of The B&O* by Howard Barr, a collection of magnificent prints of the B&O in the age of steam. Unfortunately the chairman does not recall the donor. Likewise I do not recall who donated the 1994-95 Edition *The Official Locomotive Roster & News* but we now have two copies. Don Shilling donated a copy of *Mainline Modeler* that contains Harold Russell's article that features details along the two Rochester railroad museums' right-of-way. Once these books are cataloged most will be available for circulation. We with to thank the members who have so thoughtfully made these publications available to Chapter members.

The Chapter Library does not keep model railroad "periodicals" but when we are given the we route the to NYMT where Dick Luchterhand maintains a collection of model magazines. We do collect and have model railroad "books" that do circulate. So if you are interested in model trains be certain to drop by and see what we have to offer.

The Library and Archives have recently been given some interesting collections that need to be carefully organized and properly stored for historical purposes. Any one interested in helping out with this task, please contact the Library Chairman and join our group on Monday evenings.

Off the Wires

Reading RR Author Dies

James L. Holton, the author of a two-volume set on the history of the Reading Railroad, died in September in Reading, PA. He was a professional newsman, for NBC News, who covered many of the nation's and world's events. [*Lehigh Lines*, Aug-Dec '99]

Year 2000 Last UP Calendar?

Probably the oldest of the RR calendars being published, may also be the last. The administration must consider whether the calendar is still important to promoting UP business.

For the Year 2000 one, 450,000 were printed, featuring a theme montage for each month, crammed with vintage photos or artwork. [*The Trainmaster*, Dec, 1999]

(Your editor did notice an UP advertisement in a current RR publication requesting photos for a Year 2001 calendar.)

O. Winston Link Exhibit in Albany

The New York State Museum, Empire State Plaza, is exhibiting O. Winston Link famed railroad photographs from Jan. 11 - March 12.

The Mohawk & Hudson Chapter, NRHS, is sponsoring a special free program at 1:30pm on January 15, 2000-with Mr. Tom Garver, who was Mr. Link's assistant when the famous photos were taken. A prepaid buffet luncheon will precede the program.

Members of The Utica and Mohawk Valley Chapter, NRHS, will be taking Amtrak to and from the occasion. [*Tower Topics*, Dec 1999 & Jan 2000]

The exhibit will remain for public viewing until March 12.

2000 Rochester Chapter N. R. H. S. Sponsored Escorted Rail Tours**May 3 - 21, 2000****19 Day Rail Adventure, "BEST OF THE WEST" RAIL TOUR From Rochester**

Escorted tour traveling in standard sleeping rooms from Chicago-Flagstaff AZ and San Francisco-Rochester. Other rail travel in a reserved section of an Amtrak coach.

Places Of Interest:

Sedona and Flagstaff AZ Area (2 Nights).

Grand Canyon and Page AZ, including a **SMOOTH WATER RAFT RIDE** on the Colorado River, no rapids or rough water.

Bryce and Zion National Parks, (2 Nights)

Las Vegas NV (3 Nights)

Bakersfield CA (1 Night)

San Francisco CA (3 Nights) including day trip on the famous Napa Valley Wine Train including lunch.

Glenwood Springs Colorado, (2 Nights) including a day trip to Aspen CO.

Three meals a day are included when traveling in sleeping rooms as well as 3 breakfasts at various hotels on our trip. Hotels are AAA 3-diamond properties all with heated pools.

Price includes rail fare on Amtrak, sleeping rooms, motor coaches en-route, tours, hotels, taxes, 3 breakfasts, baggage handling tips and transfers while traveling on motor coaches.

Price Per Person: \$2215.00 Double Occupancy

October 13 (Friday) - October 16 (Monday) 2000: VERMONT FALL FOLIAGE TOUR

Including: Rail from Rochester NY to Schenectady NY and Rutland VT-Rochester NY on Amtrak. Motor Coach for 4 days. 2 nights in a AAA 3-diamond hotel in Stowe, VT and 1 night in a 3 diamond hotel in Killington VT. 2 Dinners and three breakfasts. Step-won Tour Guide of the Stowe VT area. 2 hour rail trip on the Green Mountain Railway at Bellows Falls VT, baggage handling, transfers and taxes.

Price Per Person: Approximately \$500.00 Double Occupancy; Approximately \$650.00 Single

CHRISTMAS TIME IN NEW YORK CITY**November 30 (Thursday) - December 2 (Saturday) 2000**

Including: Round Trip Reserved Amtrak Coach Rochester NY - New York City. 2 Nights Stay at New York's Hotel Metro. 2 Breakfasts and 1 Dinner, Orchestra Seat at Radio City Music Hall for The Christmas Show with The Rockettes, transfers, baggage handling and taxes.

Price Per Person: Approximately \$470.00 Double Occupancy; Single, Senior, Triple and Children's Rates Available

December 8 (Friday)- December 10 (Sunday) 2000

Including: Round Trip Reserved Amtrak Coach Rochester NY New York City. 2 Nights Stay at New York's Hotel Metro. 2 Breakfasts and 1 Dinner. Seating for Disney's Production of The Lion King, transfers, baggage handling & taxes.

Price Per Person: Approximately \$500.00 Double Occupancy; Single, Senior, Triple and Children's Rates Available

(THIS TRIP IS SOLD OUT BUT WE ARE WAIT LISTING FOR CANCELLATIONS)

December 15 (Friday) - December 17 (Sunday) 2000

Including: Round Trip Reserved Amtrak Coach Rochester NY - New York City. 2 Nights Stay at New York's Hotel Metro. 2 Breakfasts and 1 Dinner. Orchestra seats for Radio City Music Halls Christmas Show starring the Rockettes, transfers, baggage handling and taxes.

Price Per Person: Approximately \$500.00 Double Occupancy; Single, Senior, Triple and Children's Rates Available

Some of these rates are approximate due to the time of the trips. The approximate pricing is based on our best estimates of the rates based on previous years trips. Final pricing will be available by June 1, 2000.

For reservations and information please telephone: Jim East, NRHS Tour Guide: 716-377-5389

Two items on our BR&P/B&O Caboose # 2631

#1. John Redden submitted the chart on the right compiled by Dwight Jones on the history of #2631.

Mr. Jones' speciality is B&O cabooses resulting in a recent book: **Baltimore & Ohio Cabooses, Vol. 1 - Photos & Diagrams**. It is hardback, 128 pages and is available for Dwight Jones, 536 Clairbrook Ave., Columbus, OH 43228. The price to members of American Railway Caboose Historical Educational Society, Inc. members is \$28.95, signed and shipped.

#2. The article below was written some-time ago by former member Don Brown and submitted by Lynn. It may have appeared in this newsletter several years ago.

Comparison between the two is left as an exercise for the reader!

Rochester Chapter Caboose No. C2631

By Don Brown

Submitted by Lynn Heintz

Note: In writing this "biography" of our caboose, I have relied often on non-official information; that is, facts gathered from talking to or writing to others. In many instances, contradictions between versions have come up. Since getting the one true story would be very difficult, if not impossible, I have tried to present either the most likely version or both sides of a contradiction. I hope anyone having further information about this caboose or any others in its class will make it known.

Our caboose, the C2631, started its life on the Buffalo, Rochester and Pittsburgh Railway. Tracing the exact date is difficult. We do know that it was one of 66 Class I-10 cabooses acquired when the B&O took over the BR&P in 1932. The BR&P numbers were from 150 to 314, so obviously there were gaps in the numbers somewhere. The Standard Steel Car Co. built 50 of these cabs for BR&P in 1923, so this is the most likely. Another source, a gentleman in Ohio, quotes "official company information as showing these 66 cabooses were built between 1910 and 1923, which still doesn't contradict the above. So take your choice for the date built.

At any rate, these cabooses are wood, with steel underframes. Inside length is about 24 feet; overall length is 28 feet 8 inches. Originally, one side had two

Significant Dates in the History of BO Caboose C-2631 Compiled by Dwight Jones

Date	Activity
10-23	Built new for BR&P Ry. (original #280) by Standard Steel Car Co.
11-35	Remarked B&O C-2631 at Buffalo Creek, NY
4-51	Air brakes modified at B&O shops
3-31-53	Inspected by car inspector at Clarion Jct., PA
11-53	Painted at B&O shops
3-54	Painted at B&O shops, Du Bois, PA
3-1-54	At backshop at East Salamanca, NY
3-29-55	A-1 caboose valve installed, East Salamanca shops
11-14-55	Assigned to Buffalo Division, 2nd Sub-division, conductor H.O. Jacobson
11-15-55	Assigned to Riker to Salamanca pool, 1st sub-division, conductor H.O. Jacobson
12-12-55	Assigned to Buffalo Division, 2nd Sub-division
1-9-56	At East Salamanca
7-56	Painted at B&O shops
1-1-58	Repainted, assigned to East Salamanca
1-28-58	Air gage tested at East Salamanca B&O shops
11-13-58	Assigned to Buffalo Division, Riker to East Salamanca pool
4-27-59	Assigned East end, Buffalo Division, 1st sub-division
8-7-59	Assigned to Buffalo Division, Riker to East Salamanca pool
8-10-59	Assigned to Buffalo Division, Riker to East Salamanca pool, 2nd sub-division
11-19-59	Assigned to Buffalo Division, 2nd sub-division pool
6-20-60	Assigned to Buffalo Division, East Salamanca to Riker pool
1-19-61	Assigned to Buffalo Division, Salamanca pool, conductor J.T. Sipko
1-24-61	Released from B&O shops, Du Bois, PA
8-11-61	at Du Bois shops for repair
10-61	Modified to meet state laws for sanitation facilities, Du Bois shops
2-15-63	Assigned to Buffalo Division, Riker to E. Salamanca pool
2-28-63	Assigned to Buffalo Division, Riker to E. Salamanca pool
1-69	Repainted at B&O shops, Du Bois, PA
7-1-70	Caboose in service at Rochester, NY
12-31-70	Caboose being refurbished at B&O shops, Chillicothe, OH
1-71	Refurbished and repainted yellow at B&O shops, Chillicothe, OH
10-14-71	Caboose in service at Silver Springs, NY
1-74	Retired from active service, B&O shops, Chillicothe, OH
1-31-74	Donated to NRHS Rochester, NY, chapter
2-17-74	Caboose stored at B&O shops, Chillicothe, OH

windows, the other side three. Heat was from a coal stove. An unusual feature of these cabooses was a whistle. In addition to the small shrill "peanut whistle" on the end platform, there was a cupola-mounted air whistle of considerable size and voice, activated by a rope in the cupola. Alas, this was removed about 1971. Early plans show a tool box hanging from the floor between the trucks, on either side, but one was removed when the brake system was changed from a "K" brake to a type "AB" brake. The date of this change is not known.

Probably the 2631 was shopped for minor maintenance and changes several times. A major facelift was given the 2600 series cabooses in 1961 at the Dubois, Pa., shops.

The coal stove was replaced by an oil burner with an accompanying fuel tank. The window by the stove was eliminated, as was the toilet window, leaving only one window on that side. The two side windows in the cupola were replaced by one large window

with sliding sections. The center windows in the cupola ends were removed on all but two or three cabooses. (Why these kept the center windows is a puzzle.) The hand brake was changed to its present type. Inside, plywood was used to give the cab a modern clean look. And the interior was finished in a two-tone green paint job which looked much better, I think, than the present Chessie "mud and gray."

Where the 2631 spent most of its life, I don't know. Devan Lawton reports it ran between Buffalo and East Salamanca in the late 1960's. It came to Rochester in February 1969 fresh from a January repaint at Dubois. It worked here for a year, maybe two. In September 1971, it was the LeRoy caboose, as indicated by some switching orders found inside.

In 1971 the B&O red gave way to Chessie yellow, the current color. At some point after that, the caboose was stored for

disposition at Salamanca. It was donated to us just in time, for even as we got the OK, a mix-up sent it to the Chillicothe, Ohio, shops for salvage and dismantling. Luckily, that was caught before too late.

Among the stories I've heard of the 2631 was that it had gone for a "swim" in Silver Lake, N.Y., while on the LeRoy job. However, if the incident is the same, this was about '65 or '66. I heard about it about a month after it happened, and the caboose involved was supposedly the 2625. This is supported by the fact that the 2625, formerly around here, disappeared just about that time. The 2631 hadn't been here from the time I started keeping tabs on the numbers in 1961. Whichever it was, the caboose was fished out, shopped, and returned to service.

The 2600 series ex-BR&P cabooses have been long-lived. Of the 66 the B&O took over in 1932, 61 remained in 1950 and 55 in 1960. At least 20 were still around in 1973. Here are a few of interest.

The 2603 was bought by a railfan and partially restored to old BR&P plans by the Western Maryland shops. Now sporting a coal stove again, it's the Livonia, Avon and Lakeville's lone hack.

The 2620, 2640 and 2654 were sold to the Wellsville, Addison and Galetton and avoided the 1961 rebuilding. These are almost the only ones I know still with the original coal stove, window arrangement and floor plan.

The 2618, minus trucks, sits on cinder blocks in Weedville, Pa., apparently used as a cabin.

The 2664 burned in 1968 while the crew was switching at Kodak. Scrapped.

And another caboose, number unknown, suffered a fate worse than that. The trucks were removed, and great holes cut in the side. With changes and additions that made its original identity almost unrecognizable, it became a hot dog stand just outside Dubois, Pa. The final humility came when it went out of business.

Picture This

An Erie locomotive, pulling an Erie freight or passenger consist, past an Erie depot, along an Erie track.

All the parts and pieces to make this happen are on hand, accessible, or available. We could make it happen.

Something to think about.

Video Review:

CHICAGO, AURORA & ELGIN

A Videotape from Sunday River Productions
Reviewed by Bill Heron

Until I saw this tape I had not realized what a truly first class operation the Chicago, Aurora & Elgin was. On this tape the viewer sees miles of first class line, nicely graded and heavily ballasted. The mainline from Wheaton to Chicago is double tracked and the cars moved fast. The only bad thing about this tape is the lump it leaves in the throat, caused by the awareness of how much has been lost.

The CA&E began operations in 1902 and ran into 1957, when Chicago's Congress Street Expressway, which cut off the CA&E's entry into downtown Chicago, did it in. The shape of the line was like a "Y" lying on its side. There was a straight line from Chicago to Wheaton, a 25-mile trip which the CA&E's "Cannonball" made in 41 minutes. At Wheaton the line split, with a segment that ran northwest to Elgin and a second segment that ran southwest to Aurora.

The two segments were single track with sidings. All cars had trolley poles and third rail collectors. The use of the trolley poles was confined to trackage within city limits. Typically eastbound trains left both Elgin and Aurora at almost the same time. When they reached Wheaton they were coupled for the run into Chicago.

The tape shows a full eastbound run from Aurora to Wheaton and from Elgin to Wheaton and then the run of a combined train to Chicago. All of the footage is in color and much of it was shot from a car's front window. Testimony to high speed running is a smashed bug on the window, which is quite visible for a lot of the run. There also is a little bit of footage of the motorman at work, interesting for those who aspire to operate electric cars. The "cab" shots are first class, (excepting the bug), and give the viewer a realistic idea of what it must have been like to ride the "Roarin' Elgin".

The photography is excellent and almost all of the footage was shot on sunny days. The tape also includes a map, a feature I always appreciate. There also are numerous views of CA&E equipment in operation that were shot from the ground. These are interspersed with the cab window views and they do nicely to provide a change of pace as well as to give additional information. There

is some footage of the CA&E's main yard at Wheaton; I would have liked a bit more of this. There also are some shots of CA&E freights, although the narration tells us that the CA&E never was much of a freight hauler. There were two interchanges with the Elgin, Joliet & Eastern.

Various types of CA&E passenger equipment are shown. This could have been done in a more organized way, but there was narration that covered some of the kinds of information in which rail fans would be interested. I guess I would have liked a bigger serving. Admittedly I don't know much about the CA&E, just what I saw and heard in this tape. Since all of the footage in this tape was shot within a rather short period of time near the end of the CA&E's existence, I got the impression, perhaps an erroneous one, that they tended to hang on to older equipment. The tape shows wooden cars from Jewett built in 1914 and later sheathed in steel. (I have heard that a trolley collector in the Cleveland area has preserved more than one of these.) Also shown are CA&E's heaviest cars, 50 tons, built in 1927 by Pullman as well as CA&E's newest cars, 43 tons, built in 1945 by St. Louis Car Co.

This is a really great tape. I'll take a bug on the window any time if it goes along with all the goodies this production provides.

Book Review:

THE MAINE TWO-FOOTERS

By Linwood W. Moody

Edited by Robert C. Jones

Reviewed by Bill Heron

For years I had been dimly aware that there had been such a thing as two foot gauge railroads in the state of Maine. I even recall taking our three sons to Edaville many years ago where their remnants were operating. But I knew nothing about the two-footers and just hadn't gotten around to learning anything about them. That changed during 1998 when I was fortunate enough to visit the Maine Narrow Gauge Railroad and Museum in Portland, Maine. My impressions from that visit where the subject of a Trip Report printed in the February 1999 issue of *The Semaphore*.

At Portland I learned quite a bit about the two-footers, examined a collection of a significant part of the equipment that still exists and even enjoyed a short ride on a two foot gauge train pulled by a diminutive diesel-electric locomotive. Now I have found the best source yet of printed information on the subject. The author, Linwood Moody,

(Continued on Page 10)

Maine 2-Footers *(Con'td from Pg 9)*

loved the little trains and had the happy privilege of seeing them and riding on them before they became extinct. He also was on friendly terms with many of the people who had worked on the two foot lines and was able to pick their brains for information, background material and some very interesting anecdotes.

This book was originally published in 1959 and has been out-of-print for many years. In the meantime, Mr. Moody passed away. The man who edited the new edition, Robert C. Jones, was a personal friend of Mr. Moody and has had the good sense to leave the original text entirely intact. He has added some information, e.g. "The Sandy River, 50 Years Later", written by Linwood Moody in 1982.

This is a very complete book. It covers the beginning of two foot gauge railroads in the US and follows through to the bitter end. A man from Massachusetts, George Mansfield is said to have visited Wales and seen the Festiniog Railroad in operation. The concept of railroading via a very slim gauge looked appealing since it offered construction and operating costs much less than was the case for standard gauge. Back home in Massachusetts, Mr. Mansfield induced civic leaders in two small towns, Billerica and Bedford to provide capital for the building of a two foot gauge line connecting the two towns.

In due course the line was built, opened and operated, but not for very long. Apparently there just was not a viable traffic base for the eight mile haul between Billerica and Bedford. True, operating costs were low, but revenue turned out to be a lot lower. Six months after the Billerica & Bedford Railroad started operating it closed for good on June 1, 1878.

Despite the B & B's failure from an economic standpoint its brief life served to prove that the two foot gauge concept held promise. Accordingly several more two foot lines were built, all in the state of Maine. Promoter Mansfield had a hand in the birthing process for more than one of them. Mansfield must have been quite a character. In his book, Linwood Moody just can't seem to make up his mind whether Mansfield was a "visionary" or a "shyster". Perhaps he was a combination of the two.

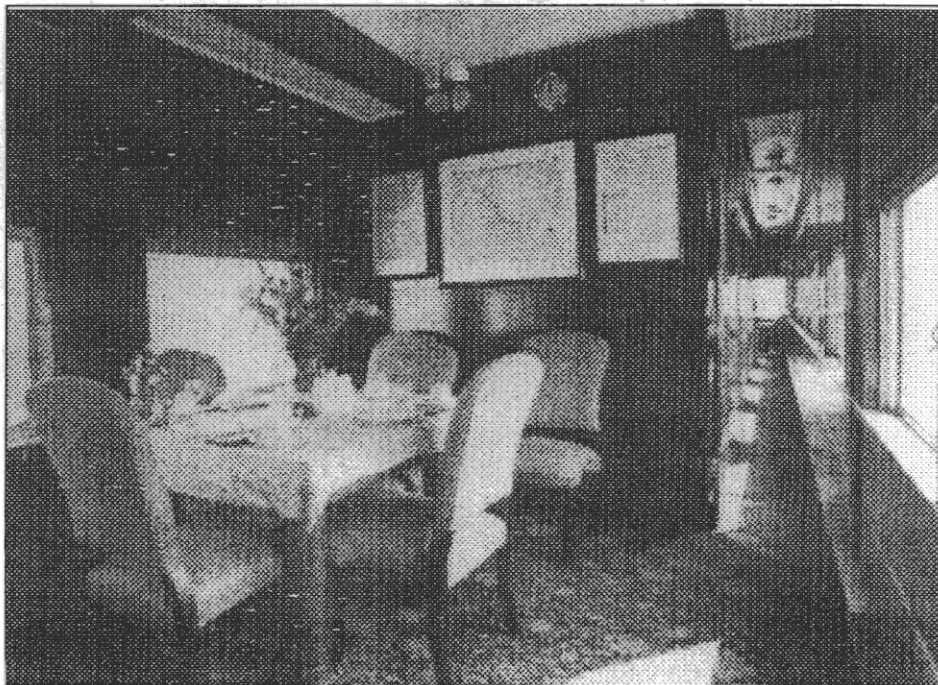
The book gives detailed accounts of the birth, life and death of the other two foot gauge railroads in generous measure. Each road is the subject of its own chapter. Also, there are many, many very interesting photo-

graphs, more than I would have thought might have existed. And, there are maps. Personally I am very fond of maps, particularly those that accompany printed material about railroads. The author has done a very good job of satisfying this need. In addition, there is information about Edaville as it used to be as well as locomotive rosters for the various two foot gauge lines as well as selected time tables.

The author has demonstrated here that there is no need for a history book to be dull, even though its subject has passed on to glory.



Restored LV Business Car #353.
Below: Dining area of car.



Attention Lehigh Fans!

by Mary Hamilton-Dann

The Lehigh Company Car No. 353 of the Black Diamond is currently owned by John Scully of Mill Valley, CA. Delivered to the Lehigh by Pullman in 1916 at a cost of \$33,000, this all steel car was usually housed in the facilities at Sayre, PA. As a result, it was maintained in mint condition throughout its active life. In 1997, it was meticulously restored to its steam era appearance: mahogany panelling, carpeting, furniture, decorative motifs, bedroom fabrics, etc. With some upgrading of mechanical equipment, it is now qualified to run on Amtrak at speeds up to 110 mph. It is one of the oldest cars moving on Amtrak.

During its 60 years of service, No. 353 transported company officials as well as such national figures as Richard Nixon and General Douglas MacArthur.

The car was in Minnesota in 1998*. It was scheduled to travel around the country eventually coming to rest at Steamtown in Scranton, PA for a protracted stay.

* [Editor: Mary submitted the above in August of 1998(!) Although timely at the time, it unfortunately got 'shuffled' into the 'filler file'. My apologies to Mary for a very tardy publication date.]

Photos from brochure in M. Hamilton-Dann's collection

Regarding Dispatching, Main Line 1940s Style

by Dan Cosgrove

Main Line Dispatching had a philosophy of its own. With multiple tracks, many, many scheduled trains, and many freights and locals working around the clock, things probably looked pretty routine. Most of the towers maintained all four tracks with all signals cleared for straight movement of trains. Frequently, if all went well, most of the trains moved straightforward. When a train hit the bell on the approach, the approach bell rang constantly until you hit the acknowledge button, and a light lit on the chart indicating a train approaching on a particular track. If the signal showed a green aspect, all was well, and the train went along. The time was noted and the dispatcher was notified – "Twenty" – "Hello twenty" – "Westbound on 3 the 2789 by at 1225 AM" – "OK twenty, what was your weather?"

All towers recorded the weather four times a day and midnight was one of the times. Only a few towers gave weather reports, and few told the dispatcher unless asked. "Light snow, twenty-five degrees" "OK twenty"

Crossovers were handled individually, with different criteria as to what you can and can not do.

The Syracuse Division four tracks were configured with the two westbound tracks in the center, and the two eastbound tracks on the outside. (Looking north, the tracks were numbered: Track #2, eastbound; #1, westbound; #3, eastbound; and #4, westbound.)

So a train crossing eastbound had to run the gamut of the two westbound trains. If you planned a eastbound crossing you had to take in to account the westbound traffic. All eastbound trains would tie up the westbound tracks, from the moment you cleared a signal for a crossover until they physically cleared every switch or the crossover. The approach might take five minutes, actual crossing five minutes, actual aligning of the track and signals a minute or two – so it did take time. If a passenger train was due to pass the tower in 20 minutes, you had perhaps 15 minutes to get a train over – not too bad. The westbound would likely ever get a yellow signal out of the move, so it would be feasible. The first time you did it, you would have moments of tension, but once you were successful, it became second nature. Sometimes you tell a towerman "18 – let the westbound passenger train by, then cross the eastbound to 2" and you knew that

it would be all right.

Track 2, eastbound passenger track speed was 60 for freights, 80 to 85 for passengers, then Track 1: westbound passenger again 60 for freights and 80 to 85 for passenger. Then to Tracks 3 and 4: 45 for all trains. Movements from 3 to 1 and 1 to 3 were a snap, if you wanted to cross over either way you had not conflicts, so it was done in minutes. However, eastbound movement from 2 to 4, or 4 to 2 required some thought. A passenger train down the road seemed far away, but at 80 to 85 mph he could be on you in minutes and if you had a slow train that you were trying to get over, you could be in trouble in moments.

You could get in trouble by trying to be safe. Say you are working the west end of the main line and the east end Dispatcher advises you that 139 is by Palmyra. Because 139 is a hot mail train for the Falls Road there are no trains ahead of 139 so why not clear all the signals from Wayneport to Ames Street where 139 will divert for the Falls Road. Piece of cake, right?

The minute you clear all those signals up, Rochester yard advises that he has a pull of 20 cars that would like to cross over as they are hot cars for Kodak. Suddenly you realize that you can not make the move as you cleared up for 139 a long time before he will show up. If you change the signals now, there is an automatic protection lock on the signals and they will not release for a least 5 minutes. By the time you have the signals set back and the track cleared up, you won't have time enough to get the pull over and clear before 139 shows. Also you now see a train on Track 4 that can not come down to Rochester Yard because you have already cleared for 139 from Track 1 to the Falls Road at Ames Street. Now these delays can be covered, but the fact is you showed poor judgement. You can clear all the tracks for straight moves and maybe get by with it, but the odds are against you.

When working the main line, you record the time a passenger train passes each tower, but as you note the time you always check to see that the train is running as he is scheduled.

When the running time between two towers is normally 15 minutes and the train does it in 17 minutes – something is wrong. The towerman says the train seemed to be moving at speed. A quick look at his times,

suddenly you see that his time by other towers is slower than it should be. Time to watch the train carefully. What is going wrong?

The towerman may well say that he looked normal, but immediately you need to watch out. You have no radio; you are dependent on information direct from the towerman, and from the train. There is a phone every half mile along the railroad, but that doesn't mean that the train will stop to tell you what his problem is. If he is in trouble, he will blow for a relief engine, which is your tip from the crew that their engine is not working to perfection. If they do not blow for an engine, you may tell the caller to have the engineman come in to the office so you can quiz him as to what was going wrong. Perhaps an automobile raced the train to an intersection, and the train went into emergency in an effort to miss the automobile. No one gets hurt but the train nearly stops before resuming track speed.

While you watch the passenger trains, you also have to monitor the freights. A local, running ahead of a fast freight. As a train, he moves with the speed of the fast freights as he comes down the road. It is only at points that the local has to work that he could delay a fast freight, so you take precautions. When he arrives at a town or a tower, you arrange for the train to get in the clear to let one or more fast freights to go by then you arrange to get the local working. This is nearly automatic. The crews know exactly what you are thinking. Once you two are in agreement, the work goes by easily and fluidly. Back in the forties, fast freights could really get over the division within 5 hours if all went well. Regular freights could make a tour of the division in 7 or less.

While you are plotting moves of your trains you are always watching. This crew worked a train on their way west and are on another fast freight working east. They work 16 hours a day, but they do outlaw. When it gets close to their cutoff time, they will advise the dispatcher. Then they are going to notify you that they will be 14 hours on duty at say 5:30P which translates in to a notice to prepare to relieve them if you can't get the train in within their outlaw time.

Freight trains with livestock in their train will have alerted you to the fact they have a car of cattle "LF&W 1230P Oct 29th, 36 hour law". LF&W means "Loaded fed and watered". This information is relayed to the next large yard that the train will enter so they can protect the cattle as per law.

Some mail trains required that if they are

(Continued on Page 12)

Dispatching (Cont'd from Pg. 11)

running over an hour or more late that the post offices in certain cities be advised of that as frequently a crew is called in to work the trains when they arrive.

Freight trains, and fast freights varied as to how "hot" they were. NY-2 was a hot train, as was NY-4. Another train that ran daily was NY-8. NY-8 was hot but not as hot as the other two. However, NY-8 ran nightly and frequently there were sections of NY-8. MC-1 was a hot freight, as was MC-3, but MC-7 was just a bit more hot than a regular freight. LS-1 was a hot freight, but on the other hand LS-5 was just above a local. DG-19 ran nightly and was called "The Dagger" for reasons not ever explained to me. The "Dagger" worked every yard on the way up the railroad and it was a working train all the way.

By the way, the symbols did have a meaning. NY-8 was a New York Train, MC-1 and the other MC trains were Michigan Central Trains. DG-19 was a Dewitt to Gardenville. Train. XN-2 was a hot stock train for New York, XB-2 was a hot stock train to Boston.

More later.

Rochester Chapter NRHS Officers:

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Printing: Bob Miner/Gale Smith

Mailing: Dan Cosgrove

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Contributions to **The Semaphore** are welcomed and encouraged from all readers. They should be mailed to: Gale E. Smith, 299 Seneca Park Avenue, Rochester, NY 14617-2433. Phone: (716) 544-6221. Contributors using a computer are asked to send their submissions on any MS-DOS diskette in ASCII format, as well as a printed copy. **Deadline: First Day of Each Month.**

Truck Convoy Moves RR Equipment in '94

by Lynn Heintz

Bill Heron's report on the Maine Narrow Gauge (February 1999) reminded me of a story I read in 1994. It was printed in the American Truck Historical Society's "Wheels on Time" magazine.

In a well orchestrated effort with all the operational logistics of an army maneuver the railroad equipment was moved to Portland in an operation that would warm the hearts of a large group of our members.

The ATHS, ATCA and Mack Truck owners Assoc., all volunteered members to help with the move.

After numerous phone call, faxes, letters to three governors, coordination with state police departments, turnpike officials and DOTs for oversize permits, a convoy was put together for the move.

To call it a convoy might be too mildly put.

South Carver, MA to Portland, ME is 180 miles. They had 47 (yes, 47) tractor-trailer loads. Almost all flatbeds. The move took place on a Sunday.

Escorted by a motorcycle club made up of law enforcement officers, it stretched out sometimes five miles and was seen by approximately 250,000 people, waiting for this crazy parade, thanks to excellent press relations.

Owner/operators donated truck, fuel, and expenses generously.

The newest truck was a 1964 Mack B-73, and the oldest was a 1938 Mack FJ chain drive that had not run in 30 years and underwent a one day restoration to participate.

Just imagine being in the southbound lane that Sunday, returning from a vacation in Maine! Maybe I can get a tape for the Chapter Library.

A last note: The roster curiously showed five participating truck owners named George— all in suspenders no doubt.

Adtranz Elmira Plant to Close

Adtranz, the railway unit of Daimler-Chrysler, will close its Elmira plant this spring. It is one of six worldwide units to shut down.

About 230 people are employed at Elmira to assemble 55 light rail vehicles for the Dallas, TX transit system. They just finished the delivery of 220 subway cars for Philadelphia. [Tower Topics, Dec. 1999]

Lyons NY Slidefest: Feb 12

Again this year, the New York State Slidefest will be held at the Iroquois Hotel in Lyons on Saturday, February 12. The hotel is next to the CSX mainline. Discussions and train watching will occupy the afternoon. At 5 pm, begins at the slide program with food and beverage available. Space is limited and reservations recommended. Contact Tom Trencansky, 3 Grey-stone Dr., Dryden, NY 13053, for e-mail: tidbits@clarityconnect.com. [Railpace Magazine, Jan. 2000]



Editor's Corner

Well, I thought a 12-page issue would clear up the back-log — it didn't, but it slimmed the file somewhat.

As you notice, this edition was mailed in an envelope. Result is that the postage to mail each was 2.2 cents more + the cost of the envelope + stamping the necessary information on the envelope. Reason to try this method was to 1) reduce production time by eliminating making the second fold by hand (420 times) and stapling. And 2), the second fold on a 12-pager makes a 'fat' and 'spongy' package. We wanted to try mailing without the envelope, but postal officials advised against it.

Against all the Y2K hype, this issue is also being put together on a 386 clone — and with a much faster response time. The latter came about when about 10 megabytes of image files, that I carried along each month just to have them handy, were dumped. Now there is no file swapping between memory and the hard drive. Sometimes it takes some time (years?) to recognize a problem and the solution!

I still like working in DOS for text-based work. This includes VP-Planner, a Lotus version 1 clone. It works in Year 2000, and is apparently usable between the dates of 1 Jan. 1801 to 31 Dec 2099! And this is a program from about 1983. Microsoft should have hired that team.